

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Albert V. Lopez, Planning Director
Alameda County Community Development
224 W. Winton Avenue, Room 111
Hayward, CA 94544

Re: 10 South Grant Line Road Service Station and Convenience Store Project – Mitigated Negative Declaration (MND)

Dear Albert V. Lopez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the May 2023 MND.

Project Understanding

The Project is a proposed service station and convenience store on an approximately one-acre vacant site, located to the southeast of the Interstate (I)-580 and Grant Line Road interchange, immediately south of the eastbound on-ramp. The Project's objective is to replace a previously existing Chevron service station that operated on the site between 1971 and 1986 and was demolished in 1991. The Project would occupy a total footprint of 35,675 square feet. Of this, the total building envelope would comprise of 9,942 square feet or 22% of the site, including a 2880-square foot fuel canopy that would cover 5 dispensers for retail fuel, a separate canopy of 1,250 square feet that would cover one dispenser for commercial diesel fuel along with a 5,812-square foot convenience store. Another 24,320 square feet (53.3% of the site) would be composed of impervious surfaces, including driveways, parking areas, fueling platforms, and other paved surfaces. The remaining 11,355 square feet, or 24.7% of the Project site, would be landscaped and bio-retention areas.

Travel Demand Analysis

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

Hydrology

All drainage appears to outflow into the Existing 42-inch Storm Drain (SD) culvert flowing south away from I-580. If the 42-inch SD is a State culvert, please provide a drainage design memo detailing assumptions and calculations used in designing the drainage system. Drainage design memo should include pre- and post-project flows to the existing drainage system. Please include drainage details and profiles for connection to the existing inlets, outlets and systems showing any utility conflicts.

Design

The minimum distance from the curb return or ramp radius to the Entry/Exit of the gas station needs to be at least 300 feet.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Lead Agency

As the Lead Agency, the County of Alameda is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To obtain information about the most current encroachment permit process and to download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Acting District Branch Chief
Local Development Review

c: State Clearinghouse